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☐ 2555-63

19 APR 1963

Copy 8 of 8 Copies**MEMORANDUM FOR:** Director, National Reconnaissance Office**SUBJECT :** IDEALIST Program**REFERENCE :** DD/R Memorandum, dated 23 February 1963,  
Subject: As above ☐ -2237-63)

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1. I should like to point out a troublesome area which, while temporary in nature, is significant to attaining the desired operational capability and flexibility of a nine U-2 aircraft program in the CIA. Our problem deals with the lead time for procurement of four (4) additional J-75 - P-13 engines from Pratt & Whitney, which will be required with the transfer of two U-2 aircraft from the Air Force to the CIA.

2. The J-75 engine inventory at present is ten engines. Seven are installed in CIA U-2 aircraft, and three are used as spares, distributed between ☐ the Edwards detachment. Four new J-75's are to be delivered by Pratt & Whitney during the latter part of May 1963, and this will provide us with a total of fourteen (14) engines for nine aircraft. From recent discussions with Pratt & Whitney, it now appears that new procurement of J-75 engines will entail a lead time of 12 - 14 months after the order is placed. This is a sharp departure from the August and September 1963 delivery dates previously supplied by P&W, as indicated in paragraph 4 of the above memorandum. I should point out that these delivery dates were conditional and based on a firm order placed with P&W by 1 March 1963. It appears that the conditions which allowed for delivery of four engines by late summer no longer exist. P&W has begun phasing out all hard-ware production of J-75 engines, and certain options in their engine scheduling are not available at this time.

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3. During the interim period, I feel that we can develop an adequate operational status with fourteen engines. Nine will be installed in aircraft and five engines will serve as

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spares for programmed IRAN and scheduled inspection periods. Experience has shown, however, that a two to one ratio of engines to aircraft is essential to support continual staging operations at several locations and to provide for adequate maintenance.

4. In an attempt to pursue every angle with P&W toward reducing the lead time for the four additional engines, I am sending several members of my staff to visit P&W top management on Friday, 19 April 1963, and to review the entire situation with them. I shall report to you on the results of their discussions.

Signed Herbert Scoville, Jr.

**HERBERT SCOVILLE, JR.**  
Deputy Director  
(Research)

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MD/OSA-DD/R:  :ad (18 April 63)

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